

BLEW HEAVILY ALONG SHORE

And the Gill Netters Had a Hard Job Lifting Their Nets.

No arrivals are reported here since yesterday outside of the gill netters which landed about 35,000 pounds of mixed fish yesterday afternoon.

While yesterday had every appearance of an ideal day for fishing from the landsman's point of view, the boats found it blowing quite a stiff breeze outside and rough. Several crafts that managed to lift their nets brought in some good-sized fares and will consequently realize a nice profit from the morning's high prices that were paid on shore fish.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Robert and Edwin, gill netting, 600 lbs. fresh fish.
Str. Seven Brothers, gill netting, 1500 lbs. fresh fish.
Str. Quoddy, gill netting, 1400 lbs. fresh fish.
Str. Eagle, gill netting, 300 lbs. fresh fish.
Str. Margaret D., gill netting, 5000 lbs. fresh fish.
Str. F. S. Willard, gill netting, 5000 lbs. fresh fish.
Str. Enterprize, gill netting, 6000 lbs. fresh fish.
Str. Venture, gill netting, 3500 lbs. fresh fish.
Str. Philomena, gill netting, 1200 lbs. fresh fish.
Str. George E. Fisher, gill netting, 2000 lbs. fresh fish.
Str. Gertrude T., gill netting, 4500 lbs. fresh fish.
Str. Medomak, gill netting, 1100 lbs. fresh fish.
Str. Lorena, gill netting, 400 lbs. fresh fish.
Str. Mary F. Ruth, gill netting, 1500 lbs. fresh fish.

Vessels Sailed.

Sch. Massachusetts, salt and fresh trawling.
Sch. Morning Star, halibuting.
Sch. A. Platt Andrew, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5.50 per cwt; medium, \$4.62 1-2; snappers, \$3.25.
Eastern deck handline codfish, large, \$5.25; medium, \$4.50.
Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.
Georges halibut codfish, large, \$4.50; mediums, \$4.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.
Newfoundland salt herring, \$3.25 per bbl.
Newfoundland pickled herring, \$5 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.
Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
All codfish not gilled 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
Dressed pollock, 80c.; round, 90c.
Bank halibut 24 1-2c per lb. for white; 13c for gray.
Newfoundland frozen herring, \$2.75 per cwt.

Through Capt. Foley's Agency.

The sale of schs. Mina Swim and Joseph P. Johnson, which were recently sold to Prince Edward Island and Newfoundland parties, was effected through the agency of Capt. William Foley.

Withdrawn His Name.

Because of opposition in the Governor's Council to his appointment as commissioner of sea and shore fisheries of Maine, Judge E. E. Chase of Bluehill has had his name withdrawn.

Pacific Cod Fare at San Francisco.

Sch. Galilee, the first fare of the year has arrived at San Francisco, Cal., from Pirate Cove, Alaska with 427 tons of pickle cured codfish for the Union Fish Company.

Will Load for Here.

Sch. Annie F. Kimball, Capt. White-more sailed from Portland for Southwest Harbor Wednesday where she will probably load with salt fish for this port.

First Lunenburg Banker Away.

The Lunenburg, N. S., sch. J. B. Young, Capt. Albert Himmelman, is the first of the fleet of fishermen from that provincial port to get underway for the early spring codfishery. She has taken on salt and was ready to sail Tuesday last for the off shore fishing grounds.

Fishing Fleet Movements.

Schs. Pontiac and Francis J. O'Hara, Jr., arrived at Liverpool, Tuesday last, and cleared for fishing.

Sch. Ingomar, Capt. Horace Wildes, was in at Mosher's Harbor last Sunday.

OTTER TRAWLING IS DESCRIBED

The following description of the trawl fishing and appliances as in use by the Grimsby fleet was given recently at Vancouver, B. C., by an officer of a recently arrived trawler.

Two sets of trawls are carried by each trawler, but only one is used at a time, the other being held in case the nets of the regular trawl are broken. On each side of the craft both fore and aft are the galleys, iron arrangements which are bolted to the deck and which extended upright and an angle which brings the ends over the ship's bulwarks. From the galleys is suspended the otta boards, to which the nets are fixed. To each trawl there are two otta boards, which are about eight feet long and four or five feet wide, made of wooden planks and reinforced with iron bars. At the bottom of the boards are what is known as the shoes, which are composed of heavy iron plating. The shoes act similar to the keel of a yacht, and keep the otta board erect when the trawl is out.

As soon as all the gear is set in place the trawler is stopped and the order: "Lower away the trawl" is given. The trawl sinks rapidly and owing to the weight of the shoes of the otta boards, and when at 15 fathoms it is held. From the bridge then comes the order of "Shoot Away," and the trawl is let go. The trawler then steams slowly away and the inch and a half cable to which the net is fastened spins off the drum of the big winch forward until about 175 fathoms has been run off, when the speed of the trawler is checked. The cable is then made fast on the after quarter, the net is on the bottom and the trawler is ready for fish.

The trawl, it may be explained, is about 130 feet long and the width of the otta boards about five feet. The trawl consists of the wings, belly and batening, flopper and cod. The flopper is a very small mesh netting and prevents the fish from getting out of the net.

After steaming for about two hours with the nets down the trawler is stopped and the order given, "Let go aft." The fastenings of the cable parted, the otta boards are heaved up to the galleys and the fore and aft quarter ropes of the trawl hauled up. All hands set to hauling in the net, till it becomes too heavy, when rope brackets are placed around the cod end and the net is heaved up forward. While the trawl is suspended it is the duty of the second mate to untie the cod end, when the fish tumble out on deck all alive and kicking. The fish are then gutted, washed and placed in the fish locker, among the ice.

Having Bad Weather.

The J. W. Trefethen Company of Portland have received a letter from Capt. Schofield of the Portland fishing schooner Angie B. Watson, which started eastward on a cruise about three weeks since. The letter was written three days ago at Yarmouth, N. S., where the schooner had put in through stress of weather, having lost 20 tubs of gear. Bad weather had been encountered most of the trip, only about 10,000 pounds of fish having been secured. The captain reports having bait enough for three days' more fishing, after which the schooner would come home.

THE DOGFISH AND OUR FISHERIES

Subject of Timely Editorial in a Portland Paper.

The Portland Express and Advertiser says editorially: "A set of resolutions favoring the payment to the fishermen of a bounty on dogfish and recommending the establishment of rendering works by the government was sent last week to a representative at Augusta to be presented in proper form."

It would not cost the state anything to pay a little official attention to this subject for it was the wish of the originators of the resolutions that they also be adopted by the legislatures of the other North Atlantic coast states. It is, of course, difficult to make representatives from inland sections realize the importance of our fisheries and the menaces which threaten them.

Canada has long since demonstrated the feasibility of government rendering works and a bounty to the fishermen. The fertilizer manufactured from dogfish has been pronounced far superior to any chemical fertilizer and it can be sold to the farmers for practically one-half the cost of the latter. If the farmers realized that this measure means as much to them as it does to the fishermen the results sought would soon be brought about. There must be some enlightenment furnished our agriculturists, however, before they wax enthusiastic as is evident from a recent attempt to talk dogfish bounty and rendering works before a Sanford audience. "What is a dogfish?" was the almost general query from those assembled. This is discouraging but merely illustrates the necessity for a campaign of education.

Last Saturday's Boston Transcript has a long special article devoted to the dogfish problem and suggests a bounty and government rendering works as the only real solution. The estimated annual damage to the gear of the Massachusetts fishermen is \$150,817.50. A Long Island fisherman, captain of a well known Casco Bay fishing schooner, has just returned from a trip to Boston and other Massachusetts ports. He says that at Boston, Gloucester and along the Cape Cod shores there are tied up this winter approximately 150 fishing schooners that generally are kept in commission. He says our fishermen are getting discouraged because of the disinterestedness of the government in helping them overcome the obstacles with which they must now contend. From various sources of information it is learned that this is an absolutely true statement.

There are many explanations for these idle 150 sail. Our younger generation cannot endure the hardships endured by their fathers and grandfathers. Many of them have gone South this winter to engage in the Gulf of Mexico fisheries. They earn more money and do not have to work so hard as in the North Atlantic waters. Still another body of former New England fishermen have gone to what we call the northwestern coast engaging in the halibut, salmon and cod fisheries out of Seattle. Then, again, others, especially a large contingent from Gloucester have gone to the Canadian fisheries sailing out of Lunenburg in the 50 new vessels that were recently built there. A majority

of these former Gloucestermen originally came from the Provinces and this new fleet gives them an opportunity to get back nearer their own people. They know the tricks of the fishing trade and therefore their services are at a premium. Thus the Canadian fisheries profit at the expense of our own. Canada, too, allows the fishermen a bounty and a market for dogfish so this evil is greatly minimized when compared with the conditions in United States waters.

Another thing our fishermen complain at, and not without some cause, is the fact that each year the government makes it cost them more to fish and yet does nothing for them to offset the added expense. Uncle Sam does not seem inclined to help in the fight against the dogfish, sharks and finback whales which are running the fisheries and making it next to impossible for the fisherman to maintain his trawls and other gear during certain months of the year. On the other hand he does not hesitate to take prompt action that makes them equip their boats with expensive lighting outfits, life preservers, whistles; bells; horns; etc., failure to comply with his requirements meaning a heavy fine and confiscation of the boat in lieu of payment.

There is no truth in the statement sent out from Gloucester that that port is losing its halibut fisheries to Portland. Not but Portland would be glad of encouraging indications of a growing fish business. The reason Gloucester is not getting its former trips of halibut is the same that applies here. There are no halibut being landed anywhere; that is in other than negligible quantities. Some of the true reasons for the slack times in the New England fisheries have been stated here. It will be a pity if this matter is allowed to go by default for another two years. "Our declining fisheries" is not an idle dream, and, according to the best authorities their salvation lies in our own hands. Shall we keep on feeding the shark and whale families who are gradually putting our fishermen out of business?

Feb. 8.

BUEMA LOOKED VERY LONESOME

Little Shore Boat the Only Craft at T Wharf Since Yesterday Morning.

T wharf could have closed this morning early as far as the receipts of fish was concerned, for there was but one lone arrival from the shore since yesterday's report.

Sch. Buema, the only fare, had 7100 pounds of mixed fish which sold at top-notch prices which have been paid for shore fish the past few days.

Several of the fleet are due from the eastward the first of the week which will relieve the short supply, while with good weather, the shore boats and gill netters should be heard from.

Haddock prices this morning were \$7.50 to \$7.75 a hundred pounds; large cod, \$8, market cod, \$5 to \$5.50; hake, \$3.50 to \$4.50; and pollock \$4 to \$5.

Boston Arrivals.

The fares and prices in detail are: Sch. Buema, 6000 haddock, 400 cod, 500 cusk, 200 pollock.

Haddock, \$7.50 to \$7.75 per cwt.; large cod, \$8; market cod, \$5 to \$5.50; hake, \$3.50 to \$4.50; pollock, \$4 to \$5.

Feb. 8

Brought in a Shad.

Steamer Margaret D., Capt. John Dahmar, brought in a shad yesterday which was lifted in the nets on the shoal grounds of Thatcher's. The fish was lean and poor as they generally are this time of the year, and weighed about three pounds. It was shipped to Atwood & Company, fish dealers, at T wharf Boston.

Weeks' Catch at T Wharf.

Fresh fish arrivals at T wharf, Boston, last week totalled 1,041,590 pounds from 36 arrivals against 831,450 pounds from 59 arrivals for the same period in 1912.

Feb. 8.

Feb. 8

Feb. 10.

MANY CANNOT REACH NETS

Continued Spell of Rough Weather Is Greatly Bothing Gill Netters.

Heavy weather outside is reported by the little fleet of gill netters and many of the smaller boats have been hindered for several days in their operations. Several of the boats have not lifted for three days, while the Water Witch has not lifted for 12 days, having two sets of nets out. Nearly all the fleet started out this morning, but were forced back on account of the heavy blow outside.

Yesterday's receipts totalled less than 25,000 pounds, only the large steamers securing lifts of any size at all. The fleet around the shore averaged about three-fourths cod and the remainder hake and haddock, while those farther off bought pollock and cod in even quantity, with few haddock.

All the fish was shipped to Boston, and the owners will profit by the gilled prices that are being paid.

No off shores were reported here this morning, there having been one off shore here since a week ago yesterday.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Ibsen, gill netting, 800 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 1300 lbs. fresh fish.

Str. Quoddy, gill netting, 800 lbs. fresh fish.

Str. Seven Erothers, gill netting, 500 lbs. fresh fish.

Sch. Little Fannie, gill netting, 2800 lbs. fresh fish.

Str. Rough Rider, gill netting, 1200 lbs. fresh fish.

Str. Margaret D. gill netting, 1500 lbs. fresh fish.

Str. F. S. Willard, gill netting, 2500 lbs. fresh fish.

Str. Enterprise, gill netting, 1500 lbs. fresh fish.

Str. Venture, gill netting, 1500 lbs. fresh fish.

Str. Philomena gill netting, 500 lbs. fresh fish.

Str. Sunflower, gill netting, 900 lbs. fresh fish.

Str. Mystery, gill netting, 500 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 4600 lbs. fresh fish.

Str. Bessie M. Dugan gill netting, 1800 lbs. fresh fish.

Str. Sawyer, gill netting, 600 lbs. fresh fish.

Vessels Sailed.

Sch. Rose Dorothea, Provincetown.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5.50 per cwt; medium, \$4.62 1-2; snappers, \$3.25.

Eastern deck handline codfish, large, \$5.25; medium, \$4.50.

Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.

Georges halibut codfish, large, \$4.50; mediums, \$4.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Pollock, \$1.50.

Hake, \$1.50.

Haddock, \$1.50.

Newfoundland salt herring, \$3.25 per bbl.

Newfoundland pickled herring, \$5 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.

Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.

All codfish not gilled 10c per 100 pounds less than the above.

Hake, \$1.15.

Cusk, large, \$1.30; mediums, \$1; snappers, 50c.

Dressed pollock, 80c.; round, 90c.

Bank halibut 24 1-2c per lb. for white; 13c for gray.

Newfoundland frozen herring, \$2.75 per cwt.

CREW SHARED AN EVEN HUNDRED

As a result of their fine trip and the fancy prices paid on all grades of fresh groundfish the past few days, the new sch. Gertrude DeCosta, Capt. John Shea, will stock in the vicinity of \$2900, giving her crew of 18 men about \$100 a piece clear, establishing a record in the present winter's haddock fishery.

Lighthouse Changes.

Notification as follows is given by the marine department regarding the light at Chebucto Head, N. S.:

Temporary light.—The revolving white catoptric light shown from this lighthouse will be replaced without further notice, by an occulting white fourth order dioptric light, which will be maintained until the under-mentioned permanent light is installed in the lighthouse. The permanent light will be a quadruple flashing white light. The illuminating apparatus for the permanent light will be installed in the lighthouse during 1913. Further notice will be given when the permanent light is ready to be put in operation.—Lunenburg Progress-Enterprise.

Icebergs in Steamship Lanes.

Icebergs and floes are rapidly bearing down on the northern steamship lanes, and unless cold weather sets in to cement the ice fields, officials of the navy hydrographic office fear shipping will be endangered. The navy department yesterday sent broadcast warnings of the reported ice. A huge ice field extending as far as the horizon east and north from the Grand Banks was reported by the British steamship Valleta. The steamship Oriflamme informed the navy department by wireless that a huge berg, 400 feet long and 50 feet in height, was drifting southward toward the steamship lanes.

Feb. 8.

IMPRISONED TWO FISHERMEN

Held seven months in the cuartel at Ensenada, Lower California, and finally released without trial, was the experience of Harry Koch and Albert Lunquist American fishermen, who arrived at San Diego, Cal., Thursday. They said that despite efforts by the American consul, Claude Guyant, bail was refused. Koch and Lunquist were charged with smuggling and with resisting an officer when they were captured in Mexican waters, contrary, it is claimed, to the fishing concession granted an American company. The Mexican prosecutor at Ensenada reported his finding to Mexico City for review, and it was decided there was not evidence enough to hold the men. A telegraphic order for their release was received at Ensenada Thursday. They took the first boat for San Diego.

Feb. 8.

Salt Mackerel Imports.

Imports of salt mackerel of the 1912 catch received at Boston to date amount to 24,853 barrels against 29,211 barrels of the 1911 catch for the same time of last year.

SAYS STEAM TRAWLERS PAY BIG MONEY

Capt. Frank A. Nunan for Close Season in the Fisheries.

The Times is in receipt of another communication from Capt. Frank A. Nunan of Cape Porpoise, well known for years as a leader among the shore fishing fleet. As in his previous letters, he renews his attacks on beam trawlers and gill netters to which he is strongly opposed, and he also makes the important statement that he believes that a close season is necessary on all shore fishing, not only with the beam trawlers and gill netters, but with the hook and line trawlers as well. He says:

To the Editor of the Times:—I come back once more and ask the question again, is our fresh fishing industry changing for the best?

The person who signs his name "A Gill Netter" would like to know the difference whether the fish are caught on a hook or by net. If you go to E. A. Rich Company's place of business T wharf, you will find no gill net haddock. I think he will have to come to it soon. I don't know of any firm who tries to have better fish than E. A. Rich Company.

The best fish are the ones out of the shore boats, that set trawls in the morning, haul same by noon-time and the fish are put in the hold of the boat.

Those fish are stiff and firm, and are what are called "live" fish. (We don't often get enough now to go to market in one set, but did once).

The nets are put over at noon today and are hauled next morning; or if too stormy, when the weather permits.

The net fish have not that stiffness which the new trawl fish have. I want to deny the piece from Cape Porpoise, that if Capt. Hutchins made a success of netting, I would try it, but here are Capt. Hutchins' words to me:

"I know it is the worse thing that ever struck the shore fishing, but I may as well have my shore while it is going." I believe that is what most of the netting captains think.

I acknowledge I have helped destroy lots of haddock, and I know the fish were growing some scarcer before the netters came, but I do think the time has come to have some laws to govern the shore fishing. The only thing that will protect any kind of fish is a close time. Put in trawlers and steam trawlers with the netters.

I hope Mr. Gamage will take time to read this, for he don't see why an outsider should "butt in." We don't expect him to see, as he has not had the years of experience; but these he is writing for can, and do see.

When I went to school we had to write compositions every week. One of the scholars usually had a pretty good one, or thought she did. That scholar told the teacher she wrote them, but the class knew better. One day after one of these compositions had been passed in, a girl in the class said to her, "—, you know you never wrote that composition," the reply was, "Well, Aunt Emily told me what to say and I wrote it down."

No Wonder I "Butt In."

This winter your net boats, that are doing the best, are fishing nearer Cape

Porpoise than Gloucester, and one day I counted 15 where I have often fished years before, south from Boon Island. Do you wonder I "butt in?"

I know there will be something done sometime, but let us do it now while we have a few haddock left.

In Capt. Nelson's letter to the Times, he mentions the one per cent. paid out last winter. I think it was the means of holding the steam trawlers back one year. The three steamers now building were contracted for a year ago.

The government is investigating that mode of fishing, and I have faith to believe that those men will not say it is all right. I feel as if my one per cent. did some good.

Why should we expect anything different than what has happened, and is happening across the water?

It is nothing new, but has been tried out. Canada doesn't want it. We don't want it, and only a few in Boston, who have money invested, want the steam trawler.

You hear it mentioned that the steam trawlers don't bring in many cod. Do you forget last summer when they were fishing down Nantucket way and bringing in 75,000 to 140,000 pounds, three-fourths cod, and I will say they were nice fish. It is one or the other in time. Which shall it be?

I hate the sight of a steam trawler. Why shouldn't I?

January 27 I was in Boston and sold haddock for \$4. The steam trawler received \$2.25.

I was in one place and this conversation took place over the phone; I couldn't hear what the other end said.

"I have some nice live shore haddock, \$5, and steamer haddock for \$3." The other end wanted the shore haddock. The reply was, "Can't I make it half steamer haddock?" and was very anxious to make it half and half.

The other end took the shore haddock for \$5. I wish he could have walked down the wharf and seen the steamer haddock. Probably he had some steamer scrod some other week.

Stock Paid Big Dividend.

Over to another concern, the proprietor told me the company paid about 27 per cent., but it went back in the company to build new steamers. He had \$2000 invested and today could take \$5000 for the same. He said, "Now, what we want to do is to start a new company." I want to mention that I know three steamers are coming to Portland, Maine, in April to bring fish to Burnham and Morrill Company. They have a contract which ends in September.

So many on T Wharf have a little money invested in the steamers they will do all they can to keep them going. Not all on T wharf are in favor of steamers, however.

Let us get the people on our side. It will help Congressman Gardner. I receive letters and I am sending one of the best to the "Times" which I hope they will print.

I know I am taking lots of good space in your paper, and I didn't intend to write again but I have and hope it will do a little good.

FRANK A. NUNAN.

Feb. 8, 1913.

Letter to Capt. Nunan.

Here is a letter I received a few days ago:

Boston Mass.

Capt. Frank A. Nunan

Dear Sir: Have read your letters in the "Times" of recent date and have been very much interested in them; so much in fact I would like to say a few words myself to you per letter.

I saw in the Monday's Times of February 3 that the gill netters employed 625 men ashore and afloat and their weekly payroll was between \$11,000 and \$12,000.

I find by dividing \$11,500 by 625 that the average pay per man would be almost \$18.50 per week. Now, I find that they really pay \$15 and \$16 per week on their little steamers and from \$12 to \$18 mending nets and wharf work, but just how that would average \$18.40 ("exact") per week is far beyond any of my mathematical calculations.

Looks to me as though they were doing just a bit of boosting.

Capt. Nelson says "the people want fish and don't care how they are caught." Maybe they don't; but how about a few years hence after the netters, by that I mean gill, cod and beam trawlers, by their awful waste, have reduced the supply and the price of a pound of fish is equal to that of beef. Then and not till then, unless we stop it now, will the public take any interest in it.

You know that through the lumberman's waste our forests have been nearly depleted, also our seal fisheries and because people could not be interested in time to prevent many other natural resources were nearly ruined.

Now, let us all join hands, aye and quickly, before the damage is done and stop gill and cod netting and beam trawling.

A FISHERMAN.

Feb. 10